Aviation Investigation Final Report

Location:	Puyallup, Washington	**Accident Number:**	SEA02FA106
Date & Time:	June 19, 2002, 13:40 Local	**Registration:**	CGHIT
Aircraft:	Consolidated Aeronautics Inc. LA-4-200	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Subsequent to the on-scene examination, the accident pilot/aircraft owner contacted the NTSB investigator-in-charge by telephone. During this contact, the accident pilot reported that he was flying the aircraft at the time. He stated that the landing approach was normal up to the runway threshold, but that as the aircraft came over the threshold, it ballooned about 10 to 15 feet into the air, and veered to the left toward parked aircraft and hangars. The pilot said he then added power to go around, but that the airplane's stall warning horn came on and the aircraft subsequently collided with the trees. The pilot reported that there were no mechanical malfunctions or failures with the controls or the engine during the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure to maintain aircraft control during a go-around. Trees were a factor in the accident.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings
1. (F) OBJECT - TREE(S)
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

HISTORY OF FLIGHT

On June 19, 2002, approximately 1340 Pacific daylight time, a Canadian-registered Consolidated Aeronautics LA-4-200 amphibian airplane, registration C-GHIT, registered to and being flown by a private pilot, was substantially damaged in a loss of control and collision with terrain during an attempted go-around from landing on runway 34 at Pierce County Airport/Thun Field, Puyallup, Washington. The pilot was seriously injured in the accident, and one passenger received minor injuries. Visual meteorological conditions, with winds from 350 degrees true at 7 knots, were reported at McChord Air Force Base, Washington, at 1255, and a visual flight rules (VFR) flight plan had been filed for the 14 CFR 91 flight from Port Townsend, Washington.

Investigators from the NTSB and FAA responded to the accident scene and performed an on-site examination of the aircraft on the day of the accident. The on-site examination revealed a generally northwesterly path of broken trees down to the aircraft, which came to rest upright and heading approximately southeast in a grove of trees on airport property west of the 3,650-by-60-foot runway. The vertical angle from the aircraft up to the broken treetops was estimated at 20 degrees above horizontal. Elevator and rudder continuity was established from the pilot's flight controls back to the respective control surfaces. It was not possible to examine aileron flight control continuity on-scene, due to the site conditions and extent of aircraft damage. Fuel was found in the aircraft's main tank. The aircraft's landing gear and flaps were down. A slash was noted in the upper right side of the fuselage in plane with the aircraft's propeller (the aircraft employs a single engine with a pusher propeller, mounted in a dorsal nacelle which had collapsed to the right.)

Subsequent to the on-scene examination, on June 25, 2002, the accident pilot/aircraft owner contacted the NTSB investigator-in-charge by telephone. During this contact, the accident pilot reported that he was flying the aircraft at the time. He stated that the landing approach was normal up to the runway threshold, but that as the aircraft came over the threshold, it ballooned about 10 to 15 feet into the air, and veered to the left toward parked aircraft and hangars. The pilot said he then added power to go around, but that the airplane's stall warning horn came on and the aircraft subsequently collided with the trees. The pilot reported that there were no mechanical malfunctions or failures with the controls or the engine during the accident.

PERSONNEL INFORMATION

The pilot holds a US private pilot certificate (single engine land and sea) issued on the basis of a Canadian pilot license. In a report submitted to the NTSB, the pilot indicated that his total

flight time was approximately 514 hours, including approximately 130 hours in make and model. The report indicated that the pilot completed a flight review on March 27, 2002 and that he holds a current third class medical issued on December 18, 2001.

Pilot Information

Certificate:	Private	**Age:**	61,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	December 18, 2001
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	March 27, 2002
Flight Time:	514 hours (Total, all aircraft), 131 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Consolidated Aeronautics Inc.	**Registration:**	CGHIT
Model/Series:	LA-4-200	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	630
Landing Gear Type:	Tricycle; Amphibian	**Seats:**	4
Date/Type of Last Inspection:	July 30, 2001 Annual	**Certified Max Gross Wt.:**	2690 lbs
Time Since Last Inspection:	14 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	1448 Hrs as of last inspection	**Engine Manufacturer:**	Lycoming
ELT:	Installed	**Engine Model/Series:**	IO-360
Registered Owner:	Duff Pennie	**Rated Power:**	200 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	TCM,538 ft msl	**Distance from Accident Site:**	8 Nautical Miles
Observation Time:	12:55 Local	**Direction from Accident Site:**	285°
Lowest Cloud Condition:	Few / 2800 ft AGL	**Visibility**	20 miles
Lowest Ceiling:	Broken / 25000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	330°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.15 inches Hg	**Temperature/Dew Point:**	18°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Port Townsend, WA (0S9)	**Type of Flight Plan Filed:**	VFR
Destination:	Puyallup, WA (1S0)	**Type of Clearance:**	None
Departure Time:	12:52 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	Pierce County/Thun Field 1S0	**Runway Surface Type:**	Asphalt;Concrete
Airport Elevation:	538 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	34	**IFR Approach:**	None
Runway Length/Width:	3650 ft / 60 ft	**VFR Approach/Landing:**	Unknown

Wreckage and Impact Information

Crew Injuries:	1 Serious	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Minor	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious, 1 Minor	**Latitude, Longitude:**	47.103889,-122.287223

Administrative Information

Investigator In Charge (IIC):	Nesemeier, Gregg
Additional Participating Persons:	William D Shinn; FAA - FSDO; Renton, WA
Original Publish Date:	May 1, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55030